

Amendments to the claims:

Claims 1-19: (canceled)

20. (currently amended) A drive train for a motor vehicle, having an internal combustion engine (1) ~~having~~ and an electric machine (2), ~~which~~ wherein said electric machine generates a torque upon starting of the engine (1) ~~generates a torque~~, and having a clutch (3), ~~which~~ wherein said clutch is disposed between the engine (1) and a gear train (4) by way of which a torque generated by the engine (1) can be transmitted to at least one vehicle drive wheel, ~~characterized in that~~ wherein means (5, 6) are provided, wherein said means, upon starting of the engine, can actuate the clutch (3) in such a way that a first part of the torque generated upon starting of the engine by the electric machine (2) is transmitted to the at least one vehicle drive wheel, and a second part of the torque generated by the electric machine (2) and sufficient for starting the engine (1) is transmitted to the engine, wherein sensors are provided, wherein said sensors detect an exceptional state in which the motor vehicle, because of external forces, would undesirably put itself into motion, because the torque transmitted upon starting of the electric machine to the at least one vehicle drive wheel is too low to prevent the unwanted motion of the motor vehicle.

21. (currently amended) The drive train of claim 4 20,
~~characterized in that wherein~~ the means includes a control device (5).

22. (currently amended) The drive train of claim 4 21,
~~characterized in that wherein~~ for the control device (5), temperature- and/or rpm-
dependent performance graphs for the drive torque of the engine (1) and/or for
the starting torque and/or for the clutch engagement moment, which is
predominately dependent on the clutch engagement travel, are used.

23. (currently amended) The drive train of claim 4 22,
~~characterized in that wherein~~ the performance graphs are varied adaptively.

24. (currently amended) The drive train according to claim 4 20,
~~characterized in that wherein~~ the means include a regulating device (5).

25. (currently amended) The drive train of claim 4 24,
~~characterized in that wherein~~ the regulating device regulates the torque,
transmitted upon starting of the engine (1) by the electric machine (2) to the at
least one vehicle drive wheel, in such a way that rotational irregularities of the
engine (1) upon starting of the engine (1) are decoupled from the at least one
vehicle drive wheel.

26. (currently amended) The drive train of claim 4 25,
~~characterized in that~~ wherein the decoupling of the rotational irregularities is
effected at least until such time as the engine (1) has reached an rpm at which it
is capable of outputting power.

27. (currently amended) The drive train of claim 4 24,
~~characterized in that~~ wherein the regulating device regulates the torque,
transmitted upon starting of the engine (1) by the electric machine (2) to the at
least one vehicle drive wheel, in such a way that the motor vehicle is kept at a
stop until the engine (1) has reached an rpm at which it can output power.

28. (canceled)

29. (currently amended) The drive train of claim 4 20,
~~characterized in that~~ wherein the exceptional state detected by the sensors is
indicated to the driver.

30. (currently amended) The drive train of claim 4 20,
~~characterized in that~~ wherein a vehicle brake is provided, ~~which~~ wherein said
vehicle brake is actuated automatically upon the an occurrence of the
exceptional state.

31. (currently amended) The drive train of claim 4 30,
~~characterized in that~~ wherein the vehicle brake is automatically released when
the engine (1) has reached an rpm at which it can output power.

32. (currently amended) The drive train of claim 4 24,
~~characterized in that~~ wherein the regulating device regulates the torque,
transmitted upon starting of the engine (1) by the electric machine (2) to the at
least one vehicle drive wheel, in such a way that the motor vehicle puts itself in
motion, before the engine (1) has reached an rpm at which it can output power.

33. (currently amended) The drive train of claim 4 24,
~~characterized in that~~ wherein the means include an automatic clutch (6), ~~which~~
wherein said automatic clutch (6) actuates the clutch (3).

34. (currently amended) The drive train of claim 4 33,
~~characterized in that~~ wherein the regulating device (5) triggers the automatic
clutch.

35. (currently amended) The drive train of claim 4 20,
~~characterized in that~~ wherein an automatic start-stop control is provided, which
wherein said start-stop control can stop the engine when the motor vehicle is
stopped and re-start it for driving on again.

36. (currently amended) The drive train of claim 4 20,
~~characterized in that wherein~~ only in stop and go operation of the motor vehicle,
but not the a first time an engine is started on a given trip, the first part of the
torque generated upon starting by the electric machine (2) is transmitted to the at
least one drive wheel.

37. (currently amended) The drive train of claim 4 20,
~~characterized in that wherein~~ the electric machine (2) is a starter.

38. (currently amended) The drive train of claim 4 20,
~~characterized in that wherein~~ the electric machine (2) is a starter-generator.

39. (new) A drive train for a motor vehicle, having an internal
combustion engine (1) and an electric machine (2), wherein said electric machine
generates a torque upon starting of the engine (1), and having a clutch (3),
wherein said clutch is disposed between the engine (1) and a gear train (4) by
way of which a torque generated by the engine (1) can be transmitted to at least
one vehicle drive wheel, wherein means (5, 6) are provided, wherein said means,
upon starting of the engine, can actuate the clutch (3) in such a way that a first
part of the torque generated upon starting of the engine by the electric machine
(2) is transmitted to the at least one vehicle drive wheel, and a second part of the
torque generated by the electric machine (2) and sufficient for starting the engine
(1) is transmitted to the engine, wherein the regulating device regulates the
torque, transmitted upon starting of the engine (1) by the electric machine (2) to

the at least one vehicle drive wheel, in such a way that the motor vehicle puts itself in motion, before the engine (1) has reached an rpm at which it can output power.